

INFORMATION REPORT

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SUPPLEMENT TO
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CONFIDENTIAL

Yugoslavia

Rakovica Motor Factory

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THIS IS UNEVALUATED INFORMATION

1. Production in the Rakovica Motor Factory can be divided as follows:

- Casting of engine blocks and engine heads for tractors.
- Manufacture of miscellaneous bolts for the assembly of tractors.
- Manufacture of gear boxes.
- Manufacture of gasoline tanks.

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- Casting of wheels.
- Outside orders for the repair of truck and tractor engines.
- Manufacture of electric pumps.

2. The factory has two plants. Plant No. 1 produces tractors, while Plant No. 2 is concerned with multiple activities and contains the following departments:

- Repair section for machinery contained in Plant 1. This section has from 25 to 30 workers.
- Section for hardening of metals.
- General maintenance of factory for the manufacture of office furniture.
- Office of Directorate.
- Storage for spare parts.

3. The machinery in the factory is of German, English, Swiss and Czechoslovak manufacture. The most recent machinery, however, was either supplied by

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CENTRAL INTELLIGENCE AGENCY

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UNERA or was obtained from German reparations. The factory has an estimated total of 260 machines. The number of machines used directly in the production of tractors is approximately 65. The condition of the machinery is reportedly poor, and the repair section is constantly employed in repairs to and maintenance of the machinery.

4. The production of tractors is spasmodic and depends upon the availability of materials and the condition of the factory machinery. Praga engines of 60 horsepower and six cylinders are manufactured for the tractors. The engine heads and engine blocks are made of cast iron smelted from scrap. Prior to 1948, engine heads and blocks were manufactured from aluminum. The main crankshaft [redacted] is finished in the factory. [redacted]

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5. Tests of aircraft engines are made in a section which is headed by an Army officer, and which is under military control. The staff of this section comprises four to five men. Production of aircraft engines was discontinued in November 1950.
6. The production of trucks which was begun in 1947 was discontinued in November 1950, and it is alleged that production of trucks has now been transferred to Nis. It is assured that not more than 1,000 trucks were produced during this time. The trucks were equipped with Praga engines of 60 horsepower and six cylinders. The personnel in this department were trained by Czechoslovak and Soviet mechanics prior to 1948.
7. The factory has a total of from 1,000 to 1,200 workers. A further 200 workers are employed at a subsidiary foundry in the village of Rakovica. No night work is done in the factory, unless tractor production is urgently required. The summer schedule is from 0700 until 1430 and the winter schedule is from 0800 until 1500. In recent years the policy has been to lay off workers because of the scarcity of material.

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